

B. F. TAYLOR,
Stevedore.
Lighters and Steam Launches
Supplied.
ILOILO, PHILIPPINE ISLANDS

The Hongkong Telegraph.

報新 ESTABLISHED 1881. 電港

THE UNITED ASBESTOS
ORIENTAL AGENCY.
Sole Agents for the
UNITED ASBESTOS CO.
LIMITED, LONDON.
DODWELL & CO., LIMITED.
General Managers.

NEW SERIES No. 4104. 日二初月一十年八十二緒光

MONDAY, DECEMBER 1, 1902.

一拜禮 號一月二十英港香

THIRTY DOLLARS
PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.

CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 8,910,000

Head Office:—YOKOHAMA.

Branches and Agencies.
TOKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENTSIN. NEWCHWANG.
PEKING.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
PARR'S BANK, LTD.
THE UNION OF LONDON AND
SMITH'S BANK, LTD.

HONGKONG BRANCH—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.

" 6 " 4 "

" 3 " 3 "

TARO HODSUMI,
Manager.

Hongkong, 30th October, 1902. [10]

HONGKONG AND SHANGHAI
BANKING CORPORATION.
PAID-UP CAPITAL \$10,000,000
RESERVE FUND—
Sterling Reserve \$10,000,000
Silver Reserve \$4,750,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
Hon. R. SHEWAN, Chairman.
A. J. RAYMOND, Esq., Deputy Chairman.
G. Balloch, Esq.
C. Michelau, Esq.
Hon. C. W. Dickson. D. M. Moses, Esq.
E. Goetz, Esq.
H. Schubart, Esq.
G. H. Medhurst, Esq. N. A. Siebs, Esq.
H. E. Tomkins, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
MANAGER:
Shanghai—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.—
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per cent. per annum.
For 6 months, 3 per cent. per annum.
For 12 months, 4 per cent. per annum.
J. R. M. SMITH,
Chief Manager.

Hongkong, 12th November, 1902. [11]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3½ PER
CENT. per annum.
Depositors may transfer at their option
balances of £100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT AT 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION.

J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902. [12]

THE NATIONAL BANK OF CHINA,
LIMITED.

Authorised Capital £1,000,000
Paid up Capital £34,374

HEAD OFFICE—HONGKONG.
Board of Directors:—

Chan Kit Shan, Esq. | C. Evans, Esq.
Chow Tung Shang, Esq. | J. Lauts, Esq.

Chief Manager:

GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5%
Hongkong, 19th November, 1902. [13]

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Taels 5,000,000
HEAD OFFICE—SHANGHAI,
BOARD OF DIRECTORS: BERLIN.

BRANCHES: Berlin Caleutta Hankow
Tientsin Tsingtau (Kiautschou)

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITH'S BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

H. FIGGE,
Manager.

Hongkong, 4th October, 1902. [14]

H. FIGGE,
Manager.

Hongkong, 4th October, 1902. [15]

H. FIGGE,
Manager.

Hongkong, 4th October, 1902. [16]

H. FIGGE,
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Hongkong, 4th October, 1902. [17]

H. FIGGE,
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Hongkong, 4th October, 1902. [18]

H. FIGGE,
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Hongkong, 4th October, 1902. [19]

H. FIGGE,
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Hongkong, 4th October, 1902. [20]

H. FIGGE,
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Hongkong, 4th October, 1902. [21]

H. FIGGE,
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Hongkong, 4th October, 1902. [22]

H. FIGGE,
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Hongkong, 4th October, 1902. [23]

H. FIGGE,
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Hongkong, 4th October, 1902. [24]

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Hongkong, 4th October, 1902. [25]

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Hongkong, 4th October, 1902. [31]

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Hongkong, 4th October, 1902. [33]

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Hongkong, 4th October, 1902. [34]

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Hongkong, 4th October, 1902. [35]

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Hongkong, 4th October, 1902. [36]

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Hongkong, 4th October, 1902. [37]

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Hongkong, 4th October, 1902. [38]

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Hongkong, 4th October, 1902. [39]

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Hongkong, 4th October, 1902. [40]

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Hongkong, 4th October, 1902. [41]

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H. FIGGE,
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Hongkong, 4th October, 1902. [43]

H. FIGGE,
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Hongkong, 4th October, 1902. [44]

H. FIGGE,
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Hongkong, 4th October, 1902. [45]

H. FIGGE,
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Hongkong, 4th October, 1902. [46]

H. FIGGE,
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Hongkong, 4th October, 1902. [47]

H. FIGGE,
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Hongkong, 4th October, 1902. [48]

H. FIGGE,
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Hongkong, 4th October, 1902. [49]

H. FIGGE,
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Hongkong, 4th October, 1902. [50]

H. FIGGE,
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Hongkong, 4th October, 1902. [51]

H. FIGGE,
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Hongkong, 4th October, 1902. [52]

H. FIGGE,
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Hongkong, 4th October, 1902. [58]

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Hongkong, 4th October, 1902. [60]

H. FIGGE,
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Hongkong, 4th October, 1902. [61]

H. FIGGE,
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Hongkong, 4th October, 1902. [62]

H. FIGGE,
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Hongkong, 4th October, 1902. [63]

H. FIGGE,
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Hongkong, 4th October, 1902. [64]

H. FIGGE,
Manager.

Hongkong, 4th October, 1902. [65]

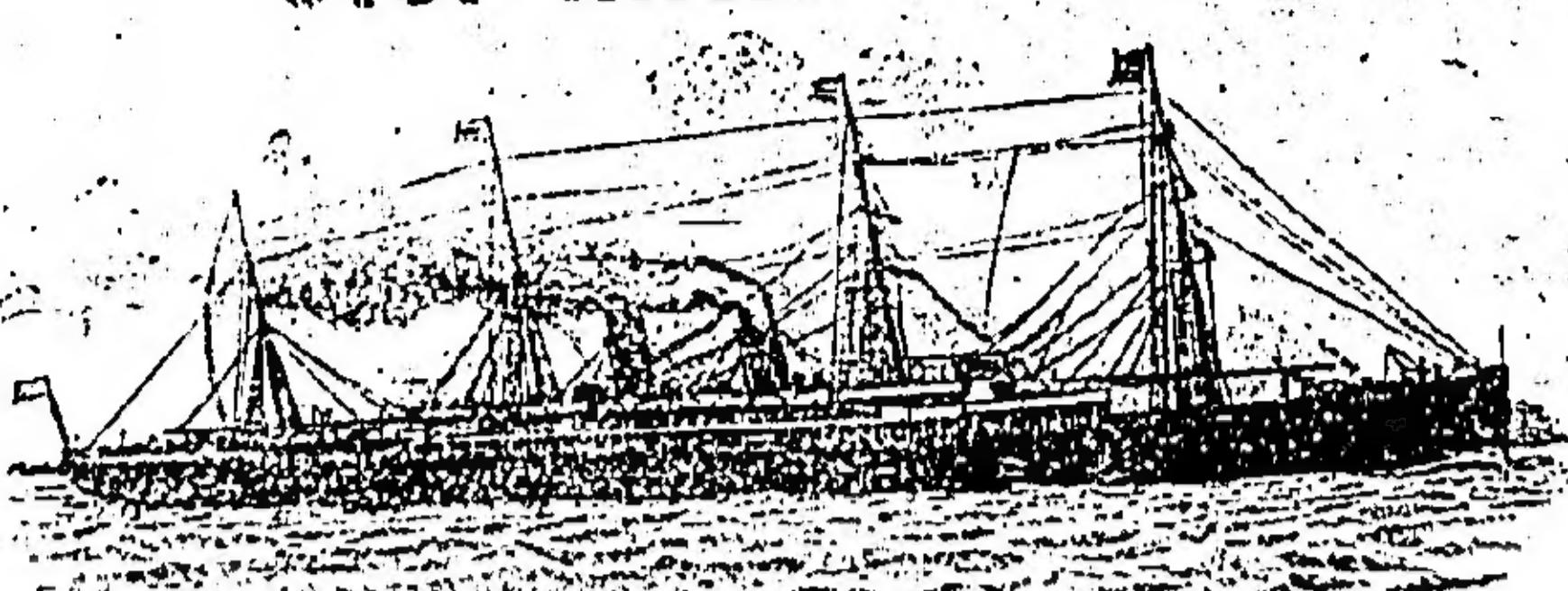
H. FIGGE,
Manager.

Hongkong, 4th October, 1902. [66]

H. FIGGE,
Manager.

Details.

U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"AMERICA MARU"	SATURDAY, 6th December, at Noon.
"KOREA"	SATURDAY, 13th December, at Noon.
"GAELIC"	TUESDAY, 23rd December, at Noon.
"HONGKONG MARU"	WEDNESDAY, 31st December, at Noon.
"CHINA"	THURSDAY, 8th January, 1903, at Noon.
"DORIC"	SATURDAY, 17th January, 1903, at Noon.
"NIPEJIN MARU"	SATURDAY, 24th January, 1903, at Noon.
"SIBERIA"	TUESDAY, 3rd February, 1903, at Noon.
"COTIC"	TUESDAY, 10th February, 1903, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 12,000 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE T. K. K. Company's Steamship "AMERICA MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 6th December, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAIL-UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAIL-

WAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing, Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 28th November, 1902.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

"EMPERESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

R.M.S. "TARTAR"	4,425 Tons	WEDNESDAY, 3rd Dec., 1902.
"EMPERESS OF JAPAN"	6,000	WEDNESDAY, 17th Dec., 1902.
"ATHENIAN"	3,882	WEDNESDAY, 31st Dec., 1902.
"EMPERESS OF CHINA"	6,000	WEDNESDAY, 14th Jan., 1903.
"EMPERESS OF INDIA"	6,000	WEDNESDAY, 11th Feb., 1903.
"TARTAR"	4,425	WEDNESDAY, 25th Feb., 1903.
"EMPERESS OF JAPAN"	6,000	WEDNESDAY, 11th Mar., 1903.
"ATHENIAN"	3,882	WEDNESDAY, 18th Mar., 1903.
"EMPERESS OF CHINA"	6,000	WEDNESDAY, 1st April, 1903.
"EMPERESS OF INDIA"	6,000	WEDNESDAY, 22nd April, 1903.
"TARTAR"	4,425	WEDNESDAY, 6th May, 1903.
"EMPERESS OF JAPAN"	6,000	WEDNESDAY, 13th May, 1903.
"ATHENIAN"	3,882	WEDNESDAY, 27th May, 1903.

THE magnificent "EMPERESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD.

Return tickets to various points at reduced rates; Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIOUSITY OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railways pass.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent.

Hongkong, 28th November, 1902.

Pedder's Street.

[2]

HAMBURG-AMERIKA LINIE
NORDDEUTSCHER LLOYD.OSTASIASTISCHER FRAUDT-DAMPFERDIENST.
(Taking Cargo at through Kates to ANTIWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA AND BALTIQUE PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.

DESTINATIONS.

SAILING DATES.

HARVE and HAMBURG.

(Calling at SINGAPORE and PENANG).

HARVE and HAMBURG.

(Calling at SINGAPORE and COLOMBO).

NEW YORK via PORTS.

GENOA and HAMBURG.

(Calling at SINGAPORE and PENANG).

HARVE and HAMBURG.

(Calling at SINGAPORE and COLOMBO).

HARVE and HAMBURG.

(Calling at SINGAPORE and PENANG).

HARVE and HAMBURG.

(Calling at SINGAPORE and COLOMBO).

HARVE and HAMBURG.

(Calling at SINGAPORE and PENANG).

HARVE and HAMBURG.

THE PIRATE'S PEST.

AND CANTON DELTA.

The German telegram which we published in our last night's issue, says the *China Gazette* of the 21st inst., to the effect that Great Britain had assumed "sole control" of the lawless area of the Canton, though we expect the real facts do not quite justify this way of putting it, comes as additional evidence that the powers that be at Downing Street are at last waking up to a realisation of their responsibilities in this country.

For years past the lawlessness and state of piracy and depredation that has been rampant in this area, has elicited from His Majesty's Government little further action than the posting of two shallow-draught gunboats to patrol the numerous creeks and waters of the West River—an enormous riverine system, for proper protection of which quite a flotilla of such craft is necessary. The pirates of these waters are well informed of the actual whereabouts of these gunboats, and make it their business to operate at a goodly distance from their vicinity.

During his tenure office the late Viceroy Li Hung-chang, and his successor endeavoured to put a stop to this state of lawlessness, so destructive not only to life and property, but also to the commercial prosperity of the district, but recently, since the death of His Excellency Tao Mo, these scoundrels of the delta appear to have got only revived all their old vitality but, indeed, to have gone one better.

It would hardly be credited by those who reside in the peaceful home lands that in this twentieth century, and during the last week, no less than six cases of piracy have been reported in the waters of the Canton River above.

Amongst these was the piracy which resulted in the death of Mr. Evans, late British Consular constable at Canton, and which culminating outrage has, no doubt, largely influenced His Majesty's Government in assuming activity in the delta which the Chinese are not able or willing to effectually police.

Whenever representations have been made to the Viceroyal administration they have invariably pointed to the fact that they do their best to maintain law and order and have their guard boats stationed at intervals along the banks of the West River. It is true that at points situated about three miles apart, along this waterway, so called police-boats are anchored, but rumour has it that these riverine policemen are actually in league with the pirates, and receive "handsome dividends" from those gentiles. Be they upright or dishonest, however, the result of their presence upon these waters has been a negative one, and we would suggest their abolition and replacement by half a dozen smart well armed shallow-draught launches under the control of Europeans. Such craft should be continually on the prowl, and would render most valuable assistance to the British gunboats already in commission.

It may be remembered that some four years ago the silk trade at Canton was almost paralysed owing to the state of piracy and depredation that then existed in the area in which this valuable commodity is produced. The native purchasers were unable, with any reasonable chance of success, to send money up country to pay for experience, very naturally, sought shy of dispatching their silk down to the Southern metropolis. The result of all this being that the native Canton merchants had to declare their inability to keep their contracts with the foreigners at Shantou.

ASK for ASAHI JAPANESE BEER.—
G. Girault.

It will be interesting to see in what manner the British Government will "assume control" of the Canton delta, should the news which we published last night prove to be correct. Without doubt such a procedure would not be palatable to our French friends who have to a certain extent assumed a paternal attitude not only in Kwangsi but also in the Kwang-tung province. We look forward with interest to further information on the subject.

DEPRAVITY IN SOUTHERN CHINA.

A MISSIONARY'S STATEMENT.

The Rev. Henry W. Huntzell, a Methodist Episcopal missionary, sent out from Chicago to Chosung, in Southern China, has just returned to the States after two years at his station, broken in health and well-nigh disengaged by the depravity in the part of the Orient which he has been labouring to uplift. He says the slave trade is carried on without restraint in all the southern provinces, and other customs of the natives are equally shocking. He declares it will take a century to civilize that part of China.

"It will take 100 years or more of hard work and the expenditure of hundreds of thousands of dollars to civilize Southern China," he says. "In Southern China murder is as frequent as meals, and it is called a custom instead of a crime. The natives have little or no moral law. There is a marriage law, but it is only for the protection of the male inhabitants. A Southern Chinese woman, once married to a man, can never desert him. A man can have as many wives as he likes.

"The slave traffic is rampant in all parts of the southern provinces. Men dispose of their daughters and wives in the same manner as in this country we dispose of live stock.

"Notwithstanding these conditions, within three years since our mission was opened we have made 260 converts. We have established two schools, and our meetings are well attended."

CANNED INDIAN PONIES FOR JAPAN.

UTAH HORSES TO BE MADE INTO "BEEF" FOR THE MIKADO'S ARMY!

According to the *San Francisco Chronicle* of the 30th October, an enterprising Western firm, which does an immense business in "canned beef," proposes to improve its output by using fat Indian ponies in the manufacture of its "beef" hereafter. For some years past the firm has confined itself almost exclusively to Washington and Oregon horses, but now the Utah horse is displacing those of other States.

Within the past week the firm has closed a contract with Major H. P. Myton, Indian agent at Fort Duchesne, for 5000 Indian ponies, which are running wild on the Uintah Indian Reservation. As the range has been unusually good this year the ponies are in good condition and the Portland packers expect a big boom in their "beef" as the result of the improved quality of horse flesh out of which they manufacture it.

The greater portion of the "beef" manufactured from the Indian ponies will be sent to Japan for the use of the Japanese army. Myton says that the Indians are to get \$2.50 each for the ponies, which are running wild, and are a detriment to the ranges. The round up of the ponies will begin as soon as Major Myton returns to the reservation, which will be next week.

ASK for ASAHI JAPANESE BEER.—
G. Girault.

THE MESSAGERIES MARITIMES.

An extraordinary general meeting of the shareholders of the above company was held on 25th October M. André Lebon presiding. The meeting was a long one lasting some three hours and a half. It was called to pass modifications of the statutes relative to the company's operations, for certain modifications respecting the Council of Administration, and of the Capital. The capital notably was reduced from £60,000 to £30,000,000 by the reduction of the paid-up value of the shares from £500 to £250. At the same time it was decided to increase the capital by the issue of £1,500,000 of preference shares of £250 each. Before the vote was taken M. Lebon gave some account of the company, and replied to several criticisms. It was his habit to disparage French shipping companies in comparing them with foreign companies. If they turned to Germany, for example, they would see that, during the last 10 years, several navigation companies for two or three years gave no dividends, and others for six years had only distributed 3 per cent. In England more than nine companies distributed 3 or 2 per cent., or even no dividends. The great P. & O. Company in particular had been compared to the Messageries Maritimes; but the P. & O. had a capital of £10,000,000 less than the Messageries Maritimes, while labour was cheaper than in France. "If commerce, the public, and the State," said M. Lebon, "gave in France to shipowners the means of cheaper exploitation, French companies would have the same property as that of the English companies." The company has been reproached that it does not sufficiently renew its personnel, and that its staff was too old. M. Lebon strongly defended the personnel, and at the same time said the Council had decided to replace several old officials, and to diminish by one-quarter the fixed appointments of its agents abroad, whilst interesting them more in the developments of the business. The company had been accused of waste, but it was difficult to know what was waste, whilst considerable economies had been practised. What augmented expenses was port and canal dues, loading and discharging, price of coal, &c. Again, the company was accused of want of commercial spirit, but he reminded them that business had become very difficult during the last 25 years; it was necessary to-day to handle four times the quantity of goods than before to realise the same net receipts. At the same time competition existed as much in France as it did abroad. It had also been reproached against the company that they had continued their works at La Ciotat, which constituted it was said a heavy charge on the company. But, said M. Lebon, the Council had considered an expert inquiry into these works to two Creusot engineers. The report of these specialists had been quite favourable. The technical direction of the works was excellent, and the expenses had generally been reduced. Certain machinery required alterations which had long been foreseen by the Council. M. Lebon went on to say that there was one accidental and some permanent causes for their difficulties. The accidental cause was the result of increase of coal coming on their port contracts of 1891-95 being based on the price of coal in 1893. They had even looked at liquid fuel, but at present this was an article of speculation, and no producer would engage himself for the forward price of the fuel. The company had asked the Government to modify the contracts of 1891-95, but a categorical refusal was given. It was

out of the question, of course, for the company to denounce its contracts without running grave dangers. Amongst the permanent causes was the delay of the State in paying its debts to companies, the Messageries Maritimes being often creditors for £5,000,000 to £6,000,000 for transport effected one and sometimes two years before. Then there were the considerable reductions to the State imposed for passage by its officials and transport of goods. From these considerations it resulted that navigation companies subsidised for speed used much coal, but were ill-equipped for commercial transportation. This new law for the merchant marine gave advantages to cargo ships over postal packets, and the company had decided to construct six or eight cargo boats, and to thus pass by the State. "It should be well understood," said M. Lebon, "that the State has need of us, not we who have need of the State. If the State wants our services it must pay for them." This forcible declaration was warmly applauded by the meeting. The rest of M. Lebon's remarks was directed to the increase of the capital, his statements again being applauded by the meeting, which in the result passed the necessary resolutions.

Amongst the changes made by the alteration of the Articles of Association it was decided the Council should receive fees of £65,00 and 2 per cent. of the net profits after payment of all expenses, including writings-off and financial charges. It was also decided that the Council could not, without the sanction of a general meeting, create any hypothecary loan or issue obligations.—*F. & C. Express.*

EXPORT OF SILVER FROM LONDON.

Year.	To China	To Straits
1885	£649,400	£638,682
1886	3,593	594,286
1887	93,266	568,570
1888	318,121	661,627
1889	5,874	1,681,114
1890	3,947	912,666
1891	1,085	2,209,966
1892	147,880	3,826,739
1893	2,390,959	1,612,513
1894	1,728,771	1,233,446
1895	1,652,523	753,883
1896	740,285	327,136
1897	559,136	739,203
1898	764,750	405,105
1899	1,423,810	286,905
1900	2,069,884	619,554
1901	842,857	647,412
1902	162,500	492,120
Same date last year	590,212	402,821

HAWK TAKEN FAR AT SEA:—When 600 miles on the American side of Yokohama, on her trip to San Francisco, the *America Maru* was visited by a large hawk, which, clutching a half-eaten bird in its talons, alighted on the foremast as though its weary flight was over. Second Mate K. Hashimoto clambered up the rigging to secure the handsome bird. Three times he approached it, only to see it leave its perch and soar away, still clutching its prey, but each time the hawk returned. Before it was finally captured the hawk gave battle to the plucky Japanese, using its curved beak to advantage, in warding off the hands of the second mate, but he clung to the swaying-masthead until the hawk could be taken. The bird occupied a place in the crew's quarters of the *America Maru*, and on account of its attractive plumage and general bearing is greatly valued. A smaller hawk which alighted on the steamer in the China sea, 200 miles from land, is also a pet among the Japanese sailors.

ASK for ASAHI JAPANESE BEER.—
G. Girault.

ASK for ASAHI JAPANESE BEER.—
G. Girault.

ASK for ASAHI JAPANESE BEER.—
G. Girault.

Swans.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.			
HIROSHIMA MARU	KOBE and YOKOHAMA	TUESDAY, 2nd Dec., at Noon.			
T. Murai	VICTORIA, B.C., and SEATTLE	TUESDAY, and Dec., at 4 P.M.			
IYO MARU*	U.S.A., VIA SHANGHAI, MOJI, NA-	FRIDAY, 5th Dec., at Noon.			
C. H. Bulter	GASAKI, KOBE and YOKOHAMA	COLOMBIA	SATURDAY 13th Dec., at Daylight.		
KAGOSHIMA MARU	COLOMBO	MARSEILLES, LONDON & ANT- WERP, VIA SINGAPORE, PENANG,	SATURDAY 27th Dec., at Daylight.		
K. Kori	HAMA	YOKOHAMA	A. E. MOSES	NAGASAKI, KOBE and YOKO-	TUESDAY, 16th Dec., at Daylight.
KANAGAWA MARU	HAMA	HAMA	J. MacKenzie	HAMA	4 P.M.
J. MacKenzie	VICTORIA, B.C., and SEATTLE	YOKOHAMA	F. L. Pyne	VICTORIA, B.C., and SEATTLE	4 P.M.
TAMIA MARU	HAMA	YOKOHAMA	J. B. Macmillan	YOKOHAMA	NOON.
J. W. Vale	NAGASAKI, KOBE and YOKO-	HAMA	A. E. Moses	NAGASAKI, KOBE and YOKO-	NOON.
KINSHI MARU*	HAMA	HAMA	J. B. Macmillan	HAMA	4 P.M.
F. L. Pyne	VICTORIA, B.C., and SEATTLE	YOKOHAMA	A. E. Moses	NAGASAKI, KOBE and YOKO-	NOON.
SADO MARU	YOKOHAMA	HAMA	J. B. Macmillan	HAMA	4 P.M.
J. B. Macmillan	YOKOHAMA	YOKOHAMA	A. E. Moses	NAGASAKI, KOBE and YOKO-	NOON.
YAWATA MARU	HAMA	HAMA	J. B. Macmillan	HAMA	4 P.M.
A. E. Moses	NAGASAKI, KOBE and YOKO-	HAMA	A. E. Moses	NAGASAKI, KOBE and YOKO-	NOON.

* Through Passenger Tickets issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the Option of Travelling by the Sanyo Railway.

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A. S. MIHABA,

Manager.

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TO LET.

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No. 1, RIPPON TERRACE. GODOWNS at BOWRINGTON, Praya East.

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TO LET.

No. 4, KNUTSFORD TERRACE—KOWLOON.

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TO LET.

M. EIRION No. 2, the Peak, 6-Room House near the Flagstaff; from 15th October, 1902.

Apply to E. JONES HUGHES.

Hongkong, 7th October, 1902. (1054)

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DENTIST.

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BRANDY.

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RED CAPSULE	... \$20.00		\$1.80
B.—SUPERIOR VERY OLD COGNAC, RED CAPSULE	27.00	2.25	
C.—VERY OLD LIQUEUR COGNAC	... 33.00	2.75	
D.—HENNESSY'S FINEST VERY OLD LIQUEUR COGNAC, 1872 VINTAGE,	40.00	3.50	

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A. S. WATSON & Co., LIMITED,

The Hongkong Dispensary.

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CHINA WARES.**
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HOUSEHOLD REQUISITES.

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Ordinary business communications should be addressed to the Manager.
The Editor will not undertake to be responsible for any rejected MS., nor in return any contribution.

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Single Copies, Daily, ten cents; Weekly, twenty-five cents.

MARRIAGES.

On the 23rd Oct., at St. Peter's Church, Eastbourne, Major EDWARD MORESHY HASSARD, R.A.M.C., son of the late Major-General F. C. Hassard, C.B., R.E., to AMY ROBINSON CHITTY, daughter of the late Alfred Murray Robinson, Esq., Shanghai, and grand-daughter of the late Joseph Chitty.

October 27th, at Crowthorne, HERBERT, son of the late R. H. Bergman, of Shanghai, to Mable Alford.

DEATHS.

On the 22nd October, at Hawkshaw, Leatherhead, CATHERINE ISABELLA, wife of Sir Ernest Edward Blake, K.C.M.G., and daughter of the late Alfred Blyth, Esq., of 38, Westbourne-terrace.

October 28th, at St. Leonards, EDWARD FINTZ-GERALD GREGAHL, late R.N., and Imperial Chinese Customs, aged 52.

October 28th, at Weathersden, Oakhill Road, Putney, NSM. JOHN MACPHERSON, aged 61.

At the General Hospital, Singapore, on the 10th ult., JOHN MCNAUL, Superintendent Shipwright at the Keppel Harbour Section of the Tanjong Pagar Dock Company's Works. Aged 38 years.

On the 25th November, at the General Hospital, Shanghai, CHARLES CUNTY, aged 38 years.

On the 26th November, at No. 36, North Soochow Road, Shanghai, CHARLES BEWICK QUELCH, aged 58 years.

The Hongkong Telegraph

HONGKONG, MONDAY, DECEMBER 1, 1902.

LOCAL AND GENERAL.

YESTERDAY'S YACHTING ended in wins for *Diana* in the first class and for *Min* in the one-design class.

COMMUNICATION WITH THE NORTH:—The Hongkong—Foochow cable was repaired yesterday morning. Normal communication is now restored.

PERAK SUGAR:—The directors of the Perak Sugar Co., Ltd., have decided to pay a final dividend to shareholders of 7 per cent., making 12 per cent for the year.

SILVER DOLLARS:—The P. & O. *Victoria* leaving London on Oct. 16 brought £44,000 of silver dollars for Penang. The *Aradie* is bringing 50,000 sovereigns to Japan, twice that number, having been despatched the week previously.

SUNKEN WRECK:—A message from Cavite reports that a few days ago the steam launch of the U. S. S. *Annapolis* ran into a sunken wreck near the Machine Dock, and knocked a hole in her bottom and then sunk in about five feet of water.

RETURN OF VISITORS to the City Hall Library and Museum for the week ending 30th November, 1902:—

	Library	Museum
Non-Chinese	212	49
Chinese	77	2,068
Total	289	2,117

THE TAKU DOCKYARD:—The Chinese Benevolent Society of Victoria (B.C.) has received cablegrams from South China asking for assistance for the famine-stricken people. The crop has failed in five largely populated districts as a result of a drought, which has lasted five months. The rich Chinese, taking advantage of the famine, have cornered the rice supply and have raised the price to 4 cents a pound. The Chinese Benevolent Society has, therefore, cabled to its oversea branches asking for money, which will be used in the purchase of rice in Siam and the Straits Settlements for sale at a rate which the poor will be able to meet. About \$2000 have already been collected in Victoria, Naini, Vancouver and New Westminster.

THE TERRIBLE:—At Portsmouth, on 24th Oct., Captain Percy Scott paid off the celebrated cruiser *Terrible*, and the crew went on seven weeks' holiday, an extra week having been given them in consideration of their additional service. The commission which has now come to an end is the most eventful of any warship in modern days.

THE FALL IN SILVER:—The *Avenir de Tonkin*, in an article on the fall in the exchange value of the dollar, points out the effects it is having on Indo-China. Its conclusion is that the only way to make the real value of the dollar approach its nominal value is to withdraw from circulation in the colony all dollars of foreign origin (Mexican, British, &c.).

MARINERS BEWARE:—The harbour master at Chefoo has issued a local notice to mariners that a wooden lighter of 100 tons' burden broke adrift from her tug on the night of the 20th ult., outside Port Arthur, and was somewhere in the Gulf, between that port and Chefoo. Masters of vessels bound north were advised to keep a good look-out for this danger.

JELEBU MINING AND TRADING CO.—The directors' report and accounts for the past half year show that the mine was shut down at the end of May, and since then no work has been done save the realisation of stocks of ore, getting in advances, and up-keep of plant, &c. The accounts shew a loss of \$21,135.49 for the half-year, bringing the balance at debit of Profit and Loss Account up to \$103,313.59. The Board now consists of Messrs. J. Graham, B. Nathan, and J. W. Van de Stadt. Mr. Graham retires by rotation, and offers himself for re-election.

**COTTAM & CO. FOR GENT'S BATH-
ING GEAR.**

MAJOR A. B. HAMILTON, D.A.G., chief staff officer, has returned from leave and resumed his duties.

TWO HONGKONG STEAMERS have lately arrived in Manila bringing fresh vegetables manifested as dried leaves, chestnuts, etc. The merchandise will be returned to Hongkong.

SOUTH AMERICAN ARBITRATION:—King Edward's award in the Argentina-Chile boundary dispute is a compromise. It gives Chile 54,000 square kilometres, and Argentina 40,000. *M.C.D.N.*

STABBING:—Two Filipinos had a quarrel last night in a house at Elgin Street, which subsequently ended in one stabbing the other. The wounded man was sent to the Government Civil Hospital for treatment, where we are informed he lies in a critical condition.

THEATRE-GOERS, who make a point of visiting their seats after the performance has commenced, should remember that they cause considerable annoyance to the audience and artists. In fact, they are almost as great a nuisance as those ignoramuses who persist in jabbering in an audible tone throughout the entire play.

THE QUEEN'S BIRTHDAY:—At Copenhagen, fifty-eight years ago to-day Queen Alexandra was born. It was in honour of the anniversary of that important event that a royal salute was fired at noon to-day and vessels dressed ship. At Macao the Colonial Government tender *Stanley*, which conveyed the Government House party to the neighbouring Gulmey on Saturday, was also dressed in honour of the occasion.

DEATH OF AN OLD RESIDENT:—It is with regret that we have to announce the death of Mr. Andrew Harvie, chief foreman in moulder at the General Hospital, Shanghai, CHARLES CUNTY, aged 38 years.

On the 26th November, at No. 36, North Soochow Road, Shanghai, CHARLES BEWICK QUELCH, aged 58 years.

CRICKET.

SATURDAY'S MATCHES.

The Club *versus* Garrison match commenced about an hour late, on account of several players not being up to time and even when the play commenced, five substitutes had to be called. As usual the Club won the toss, and Maitland and Garde were sent in first. Maitland was run out by Garde when he had made 18, and Moore took his place at the wickets. Garde was the next man out and afterwards Moore was caught by Simmons when within four of his century. At 3.15 p.m. with 212 runs for four wickets Ward (captain of Club's team) declared the innings closed. The game resulted in a draw greatly in favour of the Club, the Garrison's total being 137 for nine wickets. Scores were as follows:

H.K.C.C.

R. B. Garde, R.N., b Clark..... 20

F. Maitland, run out..... 18

G. Moore, R.N., c Le Breton Simmons, b Smith..... 96

Lt. M. C. Altemby, R.N., not out..... 68

W. C. D. Turner.....

L. Toumim, R.M.L.I., b Clark.....

A. G. Ward (capt.).....

A. Mackenzie..... did not bat.

S. Powell.....

Lt. Mahon, R.N., b Clark.....

P. G. Lumpley.....

Extras..... 10

Total (innings declared)..... 212

THE GARRISON,

Lt. Smith, R.A., b Lambie..... 11

Lt. Rington, R.E., c Ward, b Mackenzie..... 21

Lt. Heath, b Lambie, run out..... 6

Capt. Fawcett, R.A., c Garde, b Toumim..... 44

Capt. Radcliffe, R.E., b Allenby..... 34

Lt. Hodgson, R.F., c Garde, b Allenby..... 0

Lt. Boyd, R.A., b Powell..... 13

Major S. F. Clark, R.A.M.C., not out..... 0

Col. Ferrier, R.A.D., c Toumim, b Powell..... 0

Capt. Tulloch, R.A., not out..... 7

Extras..... 6

Total (no wickets)..... 137

Major Le Breton Simmons, R.E., did not bat.

The Craignewers beat the *Tamor* on Happy Valley Ground by 56 runs. The scores were:

H.M.S. "TAMAR."

Lt. Stansbury, b Brown..... 1

Buggin, c R. C. Witchell, b Pestonji..... 14

E. Crabtree, b Pestonji..... 1

S. A. Coope, c Sturt, b Brown..... 0

C. A. Parker, b Brown..... 0

Dr. W. L. Martin, b Pestonji..... 0

Rev. E. H. Good, c Lammer, b Pestonji..... 0

Lt. A. C. Butt, c Lammer, b Brown..... 0

Street, c Heron, b Brown..... 0

Pope, c Basu, b Brown..... 0

Sergt. Carter, not out..... 0

Extras..... 4

Total..... 31

CRAGNEWER CRICKET CLUB.

J. P. Jordan, c Parker, b Butt..... 4

M. E. Asger, c Stansbury, b Butt..... 0

TELEGRAMS.

(Reuters.)

Somaliland.

LONDON, November 28th.
The Indian Mounted Infantry contingent for Somaliland, which arrived at Aden yesterday, proceeded immediately for Berbera.

Venezuela.

The United States Government is fully informed on the subject of the Anglo-German action in regard to Venezuela.

Leprosy.

Mr. Jonathan Hutchinson, M.D., who is about to proceed to India and Ceylon in connection with leprosy research, read a paper at a meeting under the auspices of the Prince of Wales' Leprosy Fund, expounding his theory that the disease is due to badly cured fish. Sir Joseph Fayrer and others eulogised the paper, but dissented from the conclusions drawn.

LATER.

The Strike at Marseilles.

It is feared that a continuation of the strike at Marseilles will imperil the imperial existence of the place as a port, and endanger the French fleet in the Mediterranean.

Lord Kitchener at Bombay.

General Lord Kitchener has arrived at Bombay where he met with a most cordial reception. He goes on to Agra to-night.

Mr. Chamberlain's Tour.

H. M. S. *Good Hope*, with Mr. Chamberlain on board, has passed Gibraltar.

The Strikes in France.

November 29th.

The French liners at Marseilles are being laid up owing to the strikes, and English liners are taking on their mails and passengers.

The miners in the Loire district have resumed work.

English Mission to Persia.

His Majesty King Edward is sending a special mission to Teheran to bestow upon the Shah the order of the Garter conferred upon him during his recent visit to England.

The Australian Coasting Trade.

Rt. Hon. Edmund Barton, premier of Australia, has announced the introduction of a bill requiring vessels engaging in the coastal trade of Australia to pay the local rates of wages, and excluding therefrom the vessels of nations prohibiting British trading between their ports.

LATER.

Russia and the Sugar Convention.

The Russian Government presented a Note to Great Britain in September last, declaring that if the latter persisted in her resolve to enforce retaliatory duties against Russian sugar under the penal clause of the Sugar Convention, it would be an infringement of the commercial treaty between the two countries, and Russia suggests that a reference of the matter be made to the Hague Arbitration tribunal.

MACAO NOTES.

(From Our Own Correspondent.)

MACAO, 1st December.

DISTINGUISHED VISITORS.

Admiral Bayle and his A. D. C., Lieutenant de Salins, paid a visit to Macao on the 27th ult., and, after a stay of two days, left for Canton on board the gunboat *Argus*. During his visit Admiral Bayle was entertained by H. E. the Acting Governor to dinner, on Friday. On the previous day the Consul for France (Mr. A. J. Basto) and the Captain of the *Argus* were the guests of Admiral Bayle at the Hotel International where H. E. stayed during his brief sojourn in this city.

On Saturday evening another party of distinguished visitors landed on our shores. The Colonial Government tender *Stanley* brought His Excellency Sir Henry and Lady Blake, and Miss Blake from Hongkong. Capt. the Hon. Aributhnot, A.D.C. to His Excellency, is also one of the party. Sir Henry is putting up at the *Boa Vista Hotel* and will not return to Hongkong before Tuesday.

WALLEN'S CIRCUS.

is here for a short period and is here to impart some liveliness into this otherwise dull city. It is not often that a company of enter-tainers pay us a visit and when they do the reception invariably accorded them is a hearty one. At their performances on Saturday evening the Acting Governor of Macao and Sir Henry Blake, Governor of Hongkong, and Lady and Miss Blake were present. The "show" was to have returned to Hongkong en route for Hanoi to-day, but owing to the departure of the Marly steamer to the Paris of the East being postponed, the management has decided to prolong their stay until Thursday next.

INLAND WATERS NAVIGATION.

On information imparted to the President of the Senate by the Portuguese Special Envoy to China, during his recent stay at Macao, Mr. A. J. Basto and his colleagues in the Municipality have despatched a long memorial to Lisbon praying that immediate effect might be given to the concessions granted by the Chinese Government for the navigation of the West River with liberty to Portuguese vessels to call at all the riverine ports. Many useful suggestions are made in the memorial in order to secure the promotion of the trade interests of this port, but whether they will be taken up

or a deaf ear turned to them, as it has often been turned to the advice of the municipal body of Macao, remains to be seen.

ANOTHER PROPERTY SALE.
has to be recorded during the week. One of the largest buildings in Macao on the Cathedral Square was put up to public auction by the Estate of the late Mrs. Baptista Gomes. The property was knocked down at Mr. Luc Au, for the sum of \$18,000. The assignment fees amount to eighteen hundred dollars, or 10% of the purchase price—an excessively heavy amount.

CANTON NOTES.

(From Our Correspondent.)

CANTON, 27th November.

PROFESSOR DAVIS.
It is not often that we get professional entertainers in Canton, but recently we had an opportunity of spending the evening with Professor Davis and witnessing some of his "fantastiques!" His "spiritualistic seance," in which Mr. Davis, after being tied up in a sack and then tied to a chair by two local magnates, the knots sealed &c., produces spirits and is then seen quite free from bandage and yet afterwards found in the cabin inside the sack and the knots and seals perfectly intact, is really very marvellous.

A BARQUE.

The Barque *Orska*, Captain Sodermann, arrived in Wan-poa the other day. This is the first sailing ship to come up the river for many years. She was towed by the steam launch *Yat Sum*.

29th November.

PASSENGERS BEWARE.

For a long time past the old trick of substituting passengers' boxes for ones containing bricks and all sorts of rubbish has caused the authorities a great deal of trouble and last month there were more than the usual number of complaints. A common procedure is for one man to accost a passenger in the role of a Customs' Chinese officer and commence searching him, while an accomplice substitutes the passenger's box for one containing bricks or rubbish of no value. On Saturday morning when the *Yonam* was at her wharf a thief went up to a passenger and commenced searching him. Fortunately he turned round and saw another man attempting to do the exchange with his box. He immediately took hold of the first thief and held on to him until an European Customs' officer arrived when he was handed over to the yamen police. Impersonating a Customs' official is a very serious offence and the prisoner is very unlikely to see China New Year.

KWANGSI TROUBLE.

CANTON, 28th November.

A BIG CAPTURE.

For a long time the Imperial Authorities have had information that arms in great quantities are being carried to the rebels, who are anticipating another attempt at a big move, but up to a few days ago the officials had been unsuccessful in tracing the source of the supply. The captain of a guard boat at Nung Kong observing a large passenger boat flying a Mandarin's flag boarded her, when one of the crew in flight jumped overboard. This aroused his suspicions and on searching the boat, after finding the crew, he found over 200 Mauser rifles and a quantity of cartridges and ammunition. The chief of the crew or gang is a well-known robber, only 20 years of age. Seeing that there was no escape he gave up the game and bade the guard captain a letter he was carrying addressed to a man at Nanning who has given a great deal of trouble in and about that district.

In his examination before the Mandarin, in the hope of getting released from at least some of his deserved punishment he confessed that his gang were more than 400 strong and that he was in the pay of this troublesome man. He also stated that he has three other letters calling for 400 men to help in a move to be taken about the commencement of the 11th moon. He said the rifles were purchased in Kwangtung, and that in the 7th moon he was given money to purchase 500 rifles and ammunition. He had obtained all the rifles, but not all the cartridges. In his confession he further stated that at Tung Ping there was a headquarters of about 300 men all having blunderbusses and in all about 300 guns of all sorts. All these rifles were to be ready on the 16th of 10th moon to go to Kwei Ping to strike at Chum Chow, Kwangsi, and afterwards to proceed to Pingham city, but they were unable to get through and that this capture would frustrate their plans for a time. Headquarters, however, would be aware of capture before soldiers could get to the spot.

THE TONGSHAN MINING AFFAIR.

(From Our Own Correspondent.)

TIENTSIN, Nov. 18th.

After about a week of things being particularly dull and quiet we have been startled by stirring reports from Tongshan. At present it is difficult to ascertain actual facts as the reports are so numerous and so diverse, but I will give you actual facts first. On Saturday and Sunday the Chinese dragon flag was seen by a personal friend of mine who went to Tongshan for the Gynkhana, floating over the Chinese Engineering and Mining Co.'s premises (which is a British Company), while the Union Jack, a small and rather tattered rag, was half way down the mast below it. The ostensible reason for the flag being hoisted was of course the Empress Dowager's birthday, but it is not clear why the Chinese shareholders should have insisted upon hoisting the Dragon over British property, and there is probably some other reason underlying the occurrence. Now for the reports. There

is some talk about a new shaft having been broached which was outside the Company's area, and work could accordingly be commenced only under the Chinese flag. Belgian employees of the company who have not signalized themselves by a conciliatory attitude towards the Chinese, but rather the contrary, quite probably, as stated objected to this and started the friction. One of the local papers has some very tall statements dragging in the names of the commissioner and others, but its remarks have fortunately perhaps for the editor not been taken very seriously and no harm is presumably done.

A tragic sequel to yesterday's bunders comes in a telegram first to hand from Tongshan announcing that several Chinese and an European have been smothered in the north-west shaft of the mine, the European being, Mr. Baxter who is stated to have lost his life in trying to rescue the men. It is stated the Chinese went to work in a portion of the shaft where they had been warned not to go; but no particulars are yet to hand. Though Tongshan is so close news filters through very slowly in reliable form. Bunders travel fast.

THE FLAG INCIDENT.

A definite step, remarks the *China Times*, has been taken at Tongshan at the instance of H. E. Chang Yeng-mao, with the support of Mr. Detring and the advice of Mr. Kingsley, late agent of the old company at Shanghai, who has come from England at Mr. Chang Venno's request and has been staying for some days at the Astor House Hotel, Tientsin.

On Sunday, 9th November, on the occasion of the Empress Dowager's birthday, the Chinese flag was hoisted at the masthead at No. 1 shaft. A British flag flew there at one time, but had worn to ribbons and no longer existed. No. 1 shaft is the original location of the working of the colliery. At the new head gear a British flag is still flying. The hoisting of the Chinese flag at the principal point was at first taken to be simply a compliment to the Chinese monarch, on her birthday. On Monday, however, it was not hoisted down. On Tuesday Mr. Wynne, the agent and general manager, paid a hasty trip to Tongshan and requested that the flag be taken down. The Chinese declined. Mr. Wynne stated that he was the manager for the company and the flag was there without his authority. The Chinese replied that Mr. Wynne had no authority over their property. Mr. Wynne said that the property was that of the Chinese Engineering and Mining Company, Ltd., by virtue of their purchase. The Chinese replied that the purchase had never been made, as they had never received payment. Mr. Wynne said that they had been paid in the present company's scrip. The Chinese replied that they did not desire scrip, and did not regard it as purchase money. Mr. Wynne returned to Tientsin on Thursday. The dragon flag was still flying.

Yesterday morning Mr. Mamet, the Belgian manager of the mines, arrived at the shaft with an assistant and a Belgian flag. He ordered his assistant to take down the dragon and hoist the Belgian colours. A Chinese military officer wearing the blue bunting and accompanied by 50 soldiers carrying fixed bayonets now interposed. They informed Mr. Mamet that if he attempted to interfere with the Chinese flag he would be responsible for the consequences. Mr. Mamet drew a revolver, put it back into its place, and withdrew from the scene, taking the Belgian tricolour with him. The dragon flag was still flying.

M. Mamet telegraphed to Tientsin yesterday for 20 men. It is difficult to know what men he will get, as the mining company does not keep a standing army and the Belgians have no troops here.

The Chinese flag has been hoisted in virtue of the articles of transfer, which set forth that the company is an Anglo-Chinese company registered under British law.

The dragon flag is still flying.

SAFEGUARDING INTERESTS.

Writing to the *China Times* on the 19th ult. Mr. C. von Hannen says:—I have read the article in the *China Times* of this morning under the heading of "The Incident of the Flag." As Chairman of the Committee appointed by the Mining Company Shareholders in Tientsin to safeguard their interest I would inform you on the best possible authority that there is not the slightest intention or desire on the part of Chang Yi to annul the contract, so long as the conditions of it are honourably observed from the foreign side. The ignoring of these conditions is the *raison d'être* of the present unsatisfactory condition of affairs.

The life of the company depends on the honourable fulfilment of these conditions, and for this reason it is in the interest of the shareholders to join interest with the Chinese in compelling their observance.

The company has a registered capital of £1,000,000. Of this £75,000 represents old Chinese scrip.

The focus of discontent is as regards what has been done with the huge balance of £615,000. We cannot be worse off than we are, and how an endeavour to have these £615,000 properly accounted for can injure the shareholders I fail to see.

We have strong grounds for the opinion that in account of the disposal of this £615,000 satisfactory to the shareholders can be insisted upon, and that we have grounds of remedy if the explanation is not satisfactory.

I am aware that an impression is being disseminated that we are in danger of being made into aspaws. That is totally untrue. Many other rumours have been put abroad by interested parties calculated to throw discredit on some connected with the transaction. It is not long to wait till the meeting of 28th inst. when the full facts will be put before the shareholders, who will then be in a position to judge for themselves. One fact will be

noticed with interest. The possibility of upsetting the contract is by implication admitted. It is conceivable that a company with nothing to fear would contemplate such a contingency. A British Company with right on its side can afford to smile at such a contingency. Why the evident concern in the present case?

It is to be hoped that a body of trusted men will be elected at the meeting with authority to get to the bottom of this entire business and take steps to remedy it if wrong has been done. This is the wish of the Chinese shareholders and if I mistake not of the foreign shareholders in China also.

I have made enquiry in authoritative quarters into the flag incident. I find that Mr. Yang both as regards the flag and his proclamation has acted on impulse and that his action has not the sanction of Chang Yi or anyone else.

Everyone knows the Chinese have a very large interest in the mines and they have been accustomed to display their loyalty in bunting on festivals, a "pleasantry which hurt nobody; without consulting Yang this flag was either taken or an attempt was made to do so. Relations being somewhat strained at this, Mr. Yang flew off at a tangent and his proclamation is a Chinese method by which he thought to satisfy his dignity.

Flag or no flag, what is right and just will be the basis of adjusting differences.

It is presumably known that the system of administration was designed more or less on that of the foreign Customs, i.e. foreign accounting and method with joint representation of Chinese and foreign interests, which in this matter are anything but antagonistic if the terms of the transfer should be followed.

There is a slight slip in your article in saying that a British Board and a British general manager have a decisive voice in the management of the company. This company is managed and controlled in Brussels. It is British only in name. It suits the purpose of the moment for obvious reasons that a British manager should be sent out.

Finally, I would advise shareholders in China, who, speaking generally, are the section of the shareholders who have paid good money for their shares, not to be led off the track by any red herring at this stage, but to keep steadily in view the tracking of the £625,000 shares and act unitedly to this end. They can get any assurance they want that there is no intention to go back on them.

TELEGRAPH RATES TO HONGKONG.

In the House of Commons on the 28th October, Sir Edward Sassoon asked the Postmaster-General whether he was aware that cable rates from Hongkong to England, *via* the Great Northern line, are practically double those charged from Hongkong to Russia; and whether he would remonstrate with the company, which enjoys a monopoly of landing rights on British territory, with the view of bringing about an abrogation of this discrimination between British and Russian merchants and bankers.

Mr. Austen Chamberlain: I am aware of the difference in charge to which my hon. friend calls attention. It is in accordance with a well-established principle of the Telegraph Convention that adjoining countries like Russia and China, or China and British India, may make arrangements between themselves for lower rates than those which are generally applicable; and Hongkong, as forming, geographically, part of China, has been brought within the terms of the special agreements regulating telegraphic rates between China and Russia on the one hand, and China and British India on the other. These and other charges have been under the consideration of the Colonial Office and Post Office, and I hope that it may be possible to reduce the rate between this country and Hongkong. I ought to add that the Great Northern Company does not possess a monopoly of landing rights in any British territory.

On the 31st October, Sir Edward Sassoon asked the Postmaster-General whether he could instruct the Government of Hongkong to make it publicly known that landing rights will forthwith be granted to any individual or company seeking for them in Hongkong and its dependencies, under reasonable conditions for purposes of laying cables.

Mr. Austen Chamberlain: The instruction suggested by the hon. member cannot be given to the Government of Hongkong, in view of the terms of an agreement made in 1893 with the Eastern Extension Telegraph Company. The full text of the article of the agreement which gives a preferential right to the company was given by me in answer to a question in the House on May 8, 1893, to which I would refer the hon. member.

Commenting on the subject, the *London and China Express* remarks:—

Sir Edward Sassoon's question to the Postmaster-General respecting the cost of telegrams between Hongkong and London, which may well be taken to include the whole of China also, is one that comes home very closely to every merchant. Mr. Austen Chamberlain hoped that it would be possible to get the rate reduced from Hongkong before long. We believe that negotiations have been going on for some time with this end, but the result of these is not likely to be made known until the next International Telegraph Conference to be held in May next year. This is as far as the rates are concerned *via* the Eastern route, but what was evidently behind Sir Edward's question was the desire that messages could be sent *via* Russia at about proportionate rates that prevail for that country. These rates are only about one-half of what is to Great Britain. There is fortunately some ground for hoping that at the next Conference a reduction in rates for all parts in the Far East will be arrived at.

We have strong grounds for the opinion that in account of the disposal of this £615,000 satisfactory to the shareholders can be insisted upon, and that we have grounds of remedy if the explanation is not satisfactory.

I am aware that an impression is being disseminated that we are in danger of being made into aspaws. That is totally untrue. Many other rumours have been put abroad by interested parties calculated to throw discredit on some connected with the transaction.

It is not long to wait till the meeting of 28th inst. when the full facts will be put before the shareholders, who will then be in a position to judge for themselves. One fact will be

Post Office.

A Mail will close:
For Canton—Per *Hankow*, to-morrow, the 2nd instant, at 7.30 A.M.
For Swatow and Bangkok—Per *Tsin-tau*, to-morrow, the 2nd instant, at 9 A.M.

For Swatow, Amoy and Foochow—Per *Hallong*, to-morrow, the 2nd instant, at 9 A.M.

For Manila—Per *Rosetta Maru*, to-morrow, the 2nd instant, at 11 A.M.

For Kobe and Yokohama—Per *Hiroshima*, to-morrow, the 2nd instant, at 11 A.M.

For Amoy and Manila—Per *Diamante*, to-morrow, the 2nd instant, at 11 A.M.

For Macao—Per *H. Chung*, to-morrow, the 2nd instant, at 11 A.M.

For Shanghai, Moji, Kobe, Yokohama, Victoria, (B.C.) and Seattle, (U.S.A.)—Per *Iyo Maru*, to-morrow, the 2nd instant, at 3 P.M.

For Shanghai—Per *Fouch w.* to-morrow, the 2nd instant, at 4 P.M.

For Moji, Kobe, Yokohama and Portland, Or.—Per *Jadrapura*, to-morrow, the 2nd instant, at 4 P.M.

For Kumchuk and Samsuih—Per *Tung-king*, to-morrow, the 2nd instant, at 4 P.M.

For Canton—Per *Pusan*, to-morrow, the 2nd instant, at 4 P.M.

For Haiphong—Per *Apernide*, to-morrow, the 2nd instant, at 5 P.M.

For S'wai-tow, Amoy and Foochow—Per *Auping Ma-u*, on Wednesday, the 3rd instant, at 5 A.M.

For S'ang-ki, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Tartar*, on Wednesday, the 3rd instant, at 11 A.M.

For Manila—Per *Rubi*, on Wednesday, the 3rd instant, at 11 A.M.

For Singapore, Penang and Calcutta—Per *Laisi*, on Thursday, the 4th inst., at 11 A.M.

For Thursday Island, Cooktown, Cairns, Townsville, Brisban, Sydney and Melbourne—Per *Chung-ha*, the 5th inst., at 3 P.M.

For Shanghai, Moji, Kobe, Yokohama, Victoria, (B.C.) and *Tacoma*—Per *Glen-deon*, Saturday, the 6th instant, at 10 A.M.

For Europe, N. India, etc.—Per *Tuticorin*, on Saturday, the 6th instant, at 10.45 A.M.

For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *America Maru*, on Saturday, the 6th inst., at 10.45 A.M.

For Manila—Per *Zefiro*, on Wednesday, the 10th instant, at 10 A.M.

For Singapore—Per *Shanghai*, on Wednesday, the 10th instant, at 10 A.M.

For Europe, N. India, etc.—Per *Kiautschou*, on Wednesday, the 10th instant, at 11 A.M.

For Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B.C. and Vancouver—Per *Empress of Japan*, on Wednesday, the 17th instant, at 11 A.M.

SHIPS PASSED THE CANAL.

Outward—31st October—*Ulysses*, 4th November—*Bombay*, *Nurnberg*, *Bentley*, *Peleus*, 11th November—*Slesia*, 14th November—*Crook*, *Breconshire*, *Merionethshire*, 18th November—*Canton*, *Nestor*, *Kong Albert*, 21st November—*Tambo Maru*, *Tydeus*, 23rd November—*Renfrew*, *Intrani*, *Claverdon*, 28th Nov.—*Anton*, *Renfrew*, *Glenelly*.

Homeward—4th November—*Bayern*, 7th November—*Afyon*, *Cauda*, 11th November—*Hilligen*, *Glenek*, 13th November—*Nippon*, 21st November—*Machao*, 23rd November—*Hamburg*, *Loes*, 28th November—*Ning-chow*, *Manila*, *Gedanien*, *Freiburg*.

Arrivals at Home—11th November—*Awa Maru*, *Indramaya*, *Indone*, *Prinz Regent Luitpold*, 14th November—*Nil*, 18th November—*Bingen*, *Satsuma*, *Sulazie*, 21st November—*Glenroy*, *Pruisen*, *Heitkum*, *Afridi*, 23rd November—*Gleniel*, *Kamakura Maru*, 26th November—*Candia*.

YESTERDAY.

WEATHER REPORT. On date at 10 a.m. On date at 4 p.m.
Barometer 30.18 30.09
Temperature 72° 71°
Humidity 66 66
Rainfall — —

HONGKONG AVERAGE MARKET PRICES.

Corrected to Thursday, November 27th, 1902.
At 100 cents per Dollar Mexican.

Butcher Meat.

Cents.
Beef sirloin & prime cut—Mei Lung Pa lb 16
" corned—Ham Ngau Yuk 16
" Roast—Shiu Yuk 16
" Soup, Tong Yuk 12
" Steak—Ngau Yuk Pa 16
" Sausages—Ngau Yuk Cheong 15
" Bullock's Brains—Know per set
" Tongue fresh—Ngau Li each
" " corned—Ham Ngau Li 10
" Head—Ngau Yau 50
" Heart—Ngau Sum 12
" Hump—Sal—Ngau Kin 12
" Feet—Ngau Kerk each
" Kidneys—Ngau Yiu 12
" Tail—Ngau Mei 12
" Liver—Ngau Con lb
" Tripe (undressed)—Ngau To 5
" Calves' Head an t' Feet—Ngau-chai-tau-keok set
" Mutton Chop—Young Pai Kwat lb
" Leg—Young Pei 12
" Shoulder—Young Shau 7
" Feet—Chi Keok 12
" Head—Chi Tau 14
" Heart—Chi Sum each
" Kidneys—Chi Yiu pair
" Liver—Chi Kon lb
Pork, Chop—Chi Pai Kwat 18
" Corned—Ham Chi Yuk 18
" Leg—Chi Pei 18
" Heart—Chi Sum each
" Kidneys—Chi Yiu pair
" Liver—Chi Kon lb
" Tripes—Young Pei 12
" Cucumbers—Cheng Kwa 22
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Opposite
Hongkong Hotel.

WILLIAM POWELL, LTD.,



28 & 34, QUEEN'S ROAD CENTRAL,
HONGKONG,

General Drapers, Dressmakers, Milliners, Hosiers,
Haberdashers and General Outfitters.

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ONE THOUSAND 'XMAS
TOYS AND GIFTS.

ON SHOW NEXT THURSDAY.

LOOK OUT FOR THIS PAGE
ON
WEDNESDAY, DEC. 3RD.

December 1st.

R. G. HECKFORD,
MANAGER